

November 8"

ANOTHER REBUFF.

Sir Robert Bond's Plans
Are Again Set on Heavily.

NOT BACKED BY ENGLAND.

American Captains Sustained by
British Cruiser's Captain.

Sir Robert Bond met with another rebuff yesterday, when in the course of his game of ignoring the *modus vivendi* and insisting on the enforcement of his foreign fishing vessels act, he ran up against the captain of the British cruiser *Brilliant*, which is stationed at Bay of Islands. That official not only informed a delegation of American fishing captains that they could not be penalized for shipping Newfoundlanders outside the three mile limit, but he also served notice on one of Bond's fishery inspectors, who is at Bay of Islands to try and enforce the foreign fishing vessels act, that he intended to frame rules himself for the conduct of the herring fishery along the coast.

This act of the captain of the *Brilliant* is regarded as very significant. He represents the Imperial government and is in close touch with the foreign office. His reply to the American captains and also his statement to Bond's inspector shows that Great Britain will live up to the *modus vivendi* and will see that we have what was accorded us under its provisions, irregardless of what Sir Robert Bond may do. It also looks as though, by his reply to the inspector, that he was serving notice on Sir Robert Bond to keep his hands off.

A dispatch from St. John's gives the following report of the matter:

"A delegation of captains of American fishing vessels boarded the warship *Brilliant* in the Bay of Islands yesterday, to learn if they could continue to hire Newfoundlanders outside the three-mile limit, the colonial government having posted notices warning coast folk that the bait act rendered service aboard foreign fishing vessels illegal.

"The captain of the *Brilliant* assured the delegation that under the terms of the *modus vivendi* the action described by them could not be penalized.

"The captain also notified the colonial fishery inspector that he intended to frame rules for the conduct of the herring fishery along the shores.

"The colonial cabinet is protesting to the imperial government that both proceedings by the warship's captain are illegal and that his action belittles the colony's authority."

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Lots of Fresh Herring.

Fresh herring are again plenty here. Yesterday the torchers landed 375 barrels and this morning Frank Stevens and William McDonald handled 250 barrels more. Added to this steamer *Hurricane* brought in 185 barrels and steamer *Bryda F.* had 55 barrels, both fares being bought by Frank Stanwood, to put in his freezer.

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THE GROWTH OF TROUT.

Age, Food and Temperature Seem to
Have No Bearing on Size.

The *Salvelinus fontinalis*, which is currently but inaccurately called brook trout, was supposed for many years to be a small fish. Agassiz was largely instrumental in exploding this fallacy. It is not an uncommon thing for an angler with ordinary luck to get a six or seven pound trout of this variety. It is known that a trout may grow to weigh eleven or twelve pounds. There is, however, great difficulty in accounting for its variation in size.

In northeastern Canada there are large streams and lakes in which only fingerlings have ever been found. In the immediate vicinity of such water three and four pound trout are quite common, and seven and eight pounders are not phenomenal. In all these waters crustacea do not abound; there are no small fish of any kind except small trout. All the fish are pure fly feeders. At some places, it is true, frogs abound, but, taken as a whole, the difference in food supply is not an adequate explanation for the difference in growth.

There is no substantial difference in the waters as to temperature, size, origin and course. Climatic conditions are the same. The small trout taken to virgin lakes in which there are no fish have sometimes grown to a great size, have sometimes remained small and sometimes have not thriven. The anglers who haunt these waters have not yet found a satisfactory explanation of this peculiar condition of things. It is one of the mysteries which lend fascination to the art. "You never can tell what is going to happen when you go fishing."—St. Paul Dispatch.

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SPLENDID FARE.

Sch. Tattler Has Largest Trip of
Season.

Will Make One of Largest Salt
Bank Stocks on Record.

Sch. Tattler, Capt. Alden Geel, which arrived yesterday from a salt bank dory handlining trip, brought home the largest salt cod fare of the season. It is also the largest salt bank fare for two seasons, and one of the largest dory handline fares ever landed here will make a record stock, as the trip will probably go 250,000 pounds and will bring in the neighborhood of \$13,000.

Capt. Alden Geel of the sch. Tattler is well known as one of the leading dory handliners of the North Atlantic coast. This is his second trip of the season, his first trip having been seining pollock on Sable island bank, on which trip he was gone but a short time and brought home over 400,000 pounds of these fish salted.

The stock on these two fares will probably give the Tattler the largest stock of any bank-er this season.

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FIRST SALT HERRING FARES.

Sch. Maxine Elliott Arrives
from Bay of Islands.

SCH. INGOMAR ON THE WAY.

Fish in Great Demand, Cargo To
Be Quickly Discharged.

Sch. Maxine Elliott, Capt. Charles Upshell, arrived this morning with the first cargo of Newfoundland salt herring of the season. She brings about 1400 barrels, 200 of which are barrelled. The craft arrived at 6.15 o'clock this morning and was immediately berthed at the Reed & Gamage branch of the Gorton-Pew Fisheries Co., which owns the craft and will use the cargo.

The fare of salt herring of sch. Maxine Elliott will be taken by Gorton-Pew Fisheries Company, which owns the vessel, no price having been made on the cargo.

The fish are in great demand and the work of taking out the fare was begun almost as soon as the vessel reached the wharf, Stevedore Thomas E. Reed's men taking out the barrelled herring while Mr. Augustus Crawley with two gangs of men started in on the bulk herring.

The vessel left Bay of Islands last Thursday and has been a week coming, a good fair passage. On the start the craft encountered very bad weather and a heavy gale of wind in the gulf, but although deeply laden, came through it all right without damage or mishap. The fare will be taken out as soon as possible and the vessel will return to Bay of Islands for another herring cargo.

Sch. Ingomar is on the way home from Bay of Islands with a cargo of salt herring and two Newfoundland vessels are also reported on the way, with salt herring cargoes.

Thus far 33 vessels have sailed from here to engage in the Newfoundland herring fishery at Bay of Islands.

Capt. George Hamor is fitting sch. Lena and Maud for a Newfoundland salt herring trip.

Quite a number of small craft from here are at Ipswich river securing loads of salt herring.

The first fare of Newfoundland salt herring last season arrived Nov. 16 in sch. Dora A. Lawson and brought \$5 per barrel for bulk goods and \$6 per barrel for the barrelled product.

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Late Mackerel.

The little sch. Hobo came in yesterday with five barrels of salt mackerel, taken over off Plymouth. The fish were in fine order.

DAILY TIMES FISH BUREAU.

Today's Arrivals and Receipts.

Sch. Mettacomet, shore.
Sch. Nakomis, shore.
Sch. Lawrence Murdock, Georges, 16,000 lbs. salt cod.
Sch. Maxine Elliot, Bay of Islands, N. F., 1400 bbls. salt herring.
Sch. Ella G. King, Georges, 26,000 lbs. salt cod.
Sch. Lawrence Murdock, Georges, 16,000 lbs. salt cod.
Sch. Jennie B. Hodgdon, Cape Shore, 5000 lbs. salt cod, 5000 lbs. fresh fish, 5000 lbs. halibut.
Torchers, 275 bbls. fresh herring.
Sch. Hortense, via Boston.
Sch. Nokomis, shore.
Sch. W. B. Keen, shore.
Sch. Estelle S. Nunan, shore.
Steamer Hurricane, shore, 185 bbls. fresh herring.
Steamer Bryda F., shore, 55 bbls. fresh herring.
Sch. Rita A. Viator, via Boston.
Sch. Catherine D. Enos, via Boston.
Sch. Mary Emerson, shore.
Sch. Lillian, shore.
Sch. Flora J. Sears, via Boston.
Sloop Laura Enos, via Boston.
Sloop Morning Star, via Boston.
Sch. Mary E. Cooney, via Boston.

Today's Fish Market.

These prices are based on the last known sales.
Splitting prices of fresh fish; Large Eastern cod, \$1.75; medium do., \$1.25; large Western cod, \$2.62 1-2; medium do., \$1.37 1-2; haddock, \$1.00; cusk, \$1.75; hake, \$1.40; pollock, 95 cts.
Salt handline Georges codfish, \$5.00 per cwt. for large, \$3.50 for medium.
Salt Trawl Georges codfish, \$5.00 for large \$3.50 for medium.
Salt hake, \$2.00.
Salt haddock, \$2.00.
Salt cusk, \$2.25.
Salt "drift" cusk, \$2.00.
Salt pollock, \$1.50.
Salt trawl bank codfish, \$4.25 to \$4.50 for large, \$3.37 1-2 to \$3.50 for medium and \$2.00 for snappers.
Large salt "drift" Georges codfish, \$4.25 medium do., \$3.25.
Flitched halibut 7 1-2 cts. lb.
Round pollock, 95 cts. per cwt.
Shore salt herring, \$1.75 per bbl. clear of the barrel.
Eastern "halibut" codfish, \$4.37 1-2 per cwt. for large and \$3.25 for small.
Fresh herring \$1.50 per bbl.
Bay salt mackerel, \$35 per bbl. for large and \$22 per bbl. for mediums.
Bank halibut, 14 cts. per lb. for white and 11 1-2 cts. per lb. for gray.

Boston.

Sch. Mary Edith, 4500 haddock, 2000 cod, 5000 hake.
Sch. Emily Cooney, 3500 haddock, 1500 cod, 6000 hake, 2000 cusk.
Sch. Maud F. Silva, 5000 haddock, 2000 cod, 5000 hake.
Sch. Ida M. Silva, 3000 haddock, 1000 cod, 2000 hake.
Sch. Mildred V. Nunan, 1800 haddock, 1200 cod, 8000 hake.
Sch. Seacomet, 3000 haddock, 1000 cod, 2500 hake.
Sch. Alice M. Guthrie, 5000 haddock, 1000 cod, 5000 hake.
Sch. Walter P. Goulart, 5000 haddock, 1000 cod, 5000 hake.
Sch. Viking, 2000 haddock, 1000 cod, 500 hake.
Sch. Mary E. Silveira, 3000 haddock, 500 cod, 4000 hake.
Sch. Margaret Dillon, 3000 haddock, 1000 8000 hake.

Sch. Margaret, 500 pollock.
Sch. James S. Steele, 4000 haddock, 1200 hake.
Sch. Theresa and Alice, 5000 haddock, 1500 cod, 7000 hake, 1000 cusk.
Sch. Maud B. Murray, 2500 pollock.
Sch. Grace Otis, 10,000 pollock.
Sch. Dorothy, 15,000 cod.
Sch. Sylph, 9000 pollock.
Sch. Hortense, 3000 haddock, 500 cod, 2000 hake.
Haddock, \$7. to \$7.50 per cwt.; large cod, \$6.50 to \$7; market cod, \$3.50 to \$4; hake, \$1.75 to \$4; pollock, \$2.25; cusk, \$2.

CHARTERING VESSELS.

At Nova Scotia for Newfoundland Herring Fishery.

Nothing New in Plan as Practised by Local Firms.

The Newfoundland herring fishery is nothing if it is not furnishing sensations, whether old or new or warmed over, for somebody. A Halifax despatch terms the fact that Americans are chartering Nova Scotia vessels to go to Bay of Islands for herring cargoes to be brought here as a "new phase" of the fisheries dispute.

As a matter of fact, there is nothing new in this. It has been followed by Gloucester firms in the Newfoundland herring business ever since Sir Robert Bond began to make trouble for us with his foreign fishing vessels acts. Last year a large number of the Nova Scotia and Newfoundland vessels which came here with herring were crafts which had been chartered by firms here, some of these chartered craft coming from the far distant White and Green bays on the northeast coast of Newfoundland.

This year, also, a number of Nova Scotia vessels have already been chartered, as last year, and it is expected that one of these, at least, is almost ready to sail for here with a full cargo.

It is not known that any skippers have left here recently to go to Nova Scotia, but at the very start of the season, some did go there. Before any vessels had left here, Capt. Jerry E. Cook went down to take one big craft which had been chartered, and soon after, Capt. George W. Turner did the same. Capt. Frank H. Hall, who sent his own sch. Ralph L. Hall from here, also went down there to charter a vessel. Beside these, other Nova Scotia craft have been chartered.

There is nothing new about the scheme. for as before stated, many vessels from both here and Newfoundland were chartered by Gloucester concerns last season.

Western Halibut at Boston.

The New England Fish Company had five cars of Pacific halibut at Boston yesterday. Western halibut has not been coming along very fast this fall.

Mackerel Notes.

The Halifax Chronicle of Monday says mackerel struck in great abundance on the coast early Saturday. James Watson, Upper Water St., received 20,000 from Shad Bay, and shipped them to Boston. Matt Lynch also made a big haul at Ferguson's Cove, and numerous catches are reported at different places, of which A. Wilson and Sons, and Boutilier got their share. It is estimated that 70,000 to 80,000 were trapped.

INTERESTING FIGURES.

Value of United States Fishing Property Is Large.

One Year's Catch Great Figure of Two Billion Pounds.

The Bureau of Fisheries has just issued an interesting report showing complete statistics of the fisheries of the United States, in 1902, 1903 and 1904. For convenience and comparison, the statistics show the value and catch by sections.

The report shows that in 1902, in the New England states, 39,250 persons were engaged in the fisheries, with 1301 vessels of a tonnage of 43,472. Besides this, 178 vessels, 3071 tons, were used in fish transportation. Of boats, there were 11,405, 643 seines, 12,963 gill nets, 1249 pound nets, trap nets and weirs; 995 fyke nets, 65 beam trawls, 7,397 eel pots and 212,690 lobster pots. All these craft and apparatus, together with shore and accessory property and cash capital, figures up a total value of \$20,068,434.

The catch of New England states for the year 1902 was 534,075,447 pounds of all kinds of fish, of a total value of \$12,406,284, the weight and value being as sold by the fishermen.

Herring heads the list with 191,739,467 pounds, codfish 88,254,949 pounds, haddock 47,077,315 pounds, mackerel 20,358,982 pounds, oysters 19,550,643 pounds, lobsters 14,756,495 pounds, whale oil 5,136,767 pounds, squid 5,496,461 pounds, squetengues 7,336,052 pounds, alewives 8,437,446 pounds, cusk 5,405,824 pounds, eels 1,403,758 pounds, flounders 4,808,746 pounds, hake 33,182,559 pounds, halibut 12,365,705 pounds, menhaden 18,469,390 pounds, pollock 17,744,127 pounds, scup 7,818,530 pounds, shad 1,390,312 pounds, silver hake 2,513,470 pounds, smelt 1,138,718 pounds, swordfish 1,689,740 pounds and clams 9,568,670 pounds.

The value of fishing vessels with fishing gear, shore and accessory property and cash capital of the Middle Atlantic states in 1904 was \$26,673,521, all of which with 83,103 men employed produced 811,857,062 pounds of fish valued at \$18,963,976. Of this catch 511,777,571 pounds were menhaden, valued at \$1,338,621 and 125,066,711 pounds of oysters valued at \$11,547,629, these being the two principal items in the catch of this group of states.

The South Atlantic states in 1902 with 23,452 men employed, had vessels and fishing gear, accessory property and cash capital to the value of \$2,991,149 and produced 106,466,072 pounds of fish valued at \$2,839,633, the oyster, menhaden, shad, mullet and shrimp being the principal fisheries.